

S-E-C-R-E-T

APPENDIX A

STATISTICAL TABLES

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Table 1

Hypothetical Composition of a Soviet Guided Missile Launching Train a/

Rolling Stock <u>b/</u>	Units	Feet <u>c/</u>		Meters	
		Length	Total Length	Length	Total Length
Locomotive, diesel-electric (2 unit TE-3)	1	104	104	32	32
Tank car (heating fuel, GP)	1	40	40	12	12
Refrigerator car	1	48	48	15	15
Dining car	1	80	80	24	24
Sleepers	2	73	146	22	44
Tank car (water)	1	40	40	12	12
Boxcar (ready maintenance stores)	1	48	48	15	15
Boxcar (missile maintenance equipment)	1	48	48	15	15
Power generator car	1	54	54	17	17
Baggage car (launching control and communications)	1	81	81	25	25
Flatcars (guidance, command, and utility vehicles)	2	48	96	15	30
Missile transporter car (Stage II)	3	49	147	15	45
Transporter-erector-launcher cars (Stage I)	3	82	246	25	75
Boxcar (propellant loading system)	1	48	48	15	15
Liquid oxygen storage cars (32.5-metric-ton capacity)	9	48	432	15	135
Flatcar (pressurized gases)	1	48	48	15	15
Tank cars (fuel)	3	40	120	12	36
Boxcar (ordnance)	1	48	48	15	15
Boxcar (train crew and maintenance)	1	48	48	15	15
Total <u>c/</u>	35		1,922		592

a. Based on estimates for a train capable of carrying everything necessary to fire three liquid-fueled ICBM's with radio/inertial baseline type of guidance. Development of solid fuel and/or more advanced guidance systems would cut the train requirements considerably, as well as improve the accuracy and reaction time of this system of deployment.

b. Based on known Soviet rolling stock and supplemented by other types of rolling stock estimated to be necessary for this type of train. Typical lengths cited are for standard types. The lengths of the nonconventional types were estimated when exact information was not available. The margin of error in the total length is estimated at approximately plus or minus 5 percent if the estimated number of cars is correct. Because most passing sidings are at least 850 meters (about 2,800 feet) long, the length of this train places no limitation on the operation of the train.

c. Totals and dimensions in feet have been derived from unrounded data in meters.

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Table 2
List of Nonrailroad Equipment Known to Have Been Produced by Rolling Stock Plants in the USSR a/
1949-56

City	1949	1950	1951	1952	1953	1954	1955	1956
Bryansk	Wires and insulators for radio receivers			Bearings for earth-moving machines, rolled metal, pig iron for the Volga-Don Canal, and steam turbines	Tractor parts	Tractor parts and steam turbines	6,000 tractor parts above the plan	Steam turbines
Chesnokovka						Tractor parts and agricultural implements worth 6 million rubles		
Kalinin		Electric motors			Equipment for the oil industry	Narrow-gauge passenger cars		
Kaliningrad		Dump trucks for the Volga-Don Canal	Dump trucks	Dump trucks and truck-powered loaders	Dump trucks	Brakes, dump trucks, fork-lift trucks, and 500,000 rubles' worth of consumer goods above the plan. 1,800 units of an order of 2,000 hand corn planters have been produced.	Dump trucks and PPS-190 mobile electric generators	
Khar'kov							Tractor spare parts and sowing machines	
Kolonna		Naval diesel engines	Naval diesel engines	Naval diesel engines	Agricultural machinery and naval diesel engines	Naval diesel engines	Naval diesel engines and vibration machines	Naval diesel engines
Leningrad		Tractor parts	Tractor parts	Tractor parts, beds, folding stools, and the like				
Lugansk			Cogwheels, gear-wheels, and rollers for the Volga-Don Canal	Spare parts for tractors, bulldozers, scrapers, and excavators and rolled steel		Tractor parts and consumer goods	Tractor parts and carriages ("Lafeti") for grain combines	
Nizhniy Tagil			Dredge parts	Units for petroleum installations and petroleum pumps	Automatic machines for peat mulching	In 3 weeks the plant produced 11,500 cultivator-hillers, spare parts and tread rollers for tractors, and parts for potato planters and sun-flower seed cutters		

a. Based on all available sources of information.

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Table 3

Production of Mainline Locomotives and Mainline Railroad Cars
in the USSR a/
1948-59

			Units
<u>Year</u>	<u>Mainline Locomotives</u>	<u>Mainline Freight Cars</u>	<u>Mainline Passenger Cars</u>
1948	1,139	30,474	400 b/
1949	1,397	43,557	570 b/
1950	1,212	50,795	912
1951	854	28,371	1,327
1952	439	24,433	1,229
1953	916	25,086	1,483
1954	1,036	23,882	1,751
1955	982	34,405	1,772
1956	867	40,200	1,799
1957	670	38,300	1,856
1958	1,056	40,300	1,782
1959	1,437	38,600	1,790

a. 12/

b. Estimated.

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Table 4

Significance of Colors of Freight Cars in the USSR a/*

Exterior Color and Type of Car	Interior Color	Purpose of Car
Light blue tank car with the inscriptions Жидкий кислород: Огнеопасно: Не спускать с горки: Не толкать: Срочный возврат на ст ... жел дор. Liquid oxygen: Flammable: Do not hump: Do not jar: Immediate return to st ^{ation} / ... railroad		Transport of liquid oxygen
Light gray tank car with a band, 300 millimeters (mm) wide, in the middle of both sides of the car and painted Yellow Khaki Black Red		Transport of Ammonia Chlorine Sulfurous anhydride Butane, butylene, propane, and other flammable gases

* Footnotes for Table 4 follow on p. 30.

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Table 4

Significance of Colors of Freight Cars in the USSR a/
(Continued)

Exterior Color and Type of Car	Interior Color	Purpose of Car
Yellow tank car with the inscription <u>Метанол</u> Яд-огнеопасно <u>Methanol</u> Poison-Flammable		Transport of methanol
Yellow tank car with a red band 500 mm wide on both sides of the car and carrying the inscription <u>Желтый фосфор</u> Ядовито-огнеопасно <u>Yellow phosphorous</u> Poisonous-flammable		Transport of yellow phosphorous
Gray railroad car with a solid white circle 60 centimeters (cm) in diameter on which is a skull and the word "Яд" <u>Poison</u> . Below the white circle and across the entire width of the door is the inscription in letters 5 cm high.		Transport of ethyl fluids

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Table 4

Significance of Colors of Freight Cars in the USSR a/
(Continued)

Exterior Color and Type of Car	Interior Color	Purpose of Car
Вагон загружать только этиловой жидкостью Car to be loaded only with ethyl fluid and to the left of the door is inscribed		
Срочный возврат на станцию ... жел дор. Immediate return to station ... railroad and to the right of the door in letters 10 cm high		
с горки не спускать Do not hump		Transport of acids
Black tank car with a yellow band 500 mm wide along the sides and yellow-red squares on the ends b/		
Black tank car with an other belt 700 mm wide around the length of tank		Transport of bitumen

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Table 4
Significance of Colors of Freight Cars in the USSR a/
(Continued)

Exterior Color and Type of Car	Interior Color	Purpose of Car
Light gray tank car		Service other than that of the Ministry of Railroads
Pale yellow tank car		Transport of benzine and alcohol
Red freight car (except refrigerator)	Gray or yellow	Long-distance transport
Red boxcar with a white belt 90 mm wide along the entire length	Yellow	Boxcar contains a tank for the transport of alcohol.
White or pale yellow freight car	Gray or light yellow	Refrigeration, ventilation, or transport of milk or mineral oil
Tank car with a bright green stripe 500 mm wide around both sides and ends c/		Transport of poisonous and flammable freight
Green freight car		Cars of organizations other than the Ministry of Railroads that are permitted to circulate on general railroads d/

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Table 4.

Significance of Colors of Freight Cars in the USSR a/
(Continued)

Exterior Color and Type of Car	Interior Color	Purpose of Car
Green tank car with a white circle 350 mm in diameter around the edge of the ends of the tank		Cars of organizations other than the Ministry of Railroads that are permitted to circulate on general railroads d/
Olive-green or brown freight car with a beveled roof e/		Suspected missile fuel, LOX, or oxidizer carrier
a. 13/		
b. Depending on the kind of acid that the car was designed to carry, in the middle part of the stripe and in the squares on both ends in black letters 154 mm high is painted one of the following inscriptions:		
<u>Опасно</u> <u>Серная кислота</u>	<u>Опасно</u> <u>Соляная кислота</u>	<u>Опасно</u> <u>Плавиновая кислота</u>
Danger Sulfuric acid	Danger Hydrochloric acid	Danger Hydrofluoric acid
<u>Опасно</u> <u>Меланж</u>	<u>Опасно</u> <u>Олеум</u>	
Danger Melange	Danger Fuming sulfuric acid	

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Table 4

Significance of Colors of Freight Cars in the USSR a/
(Continued)

c. Depending on the kind of freight that the car was designed to carry, above this belt on both sides of the car in letters 154 mm high is painted one of the following inscriptions:

<u>АНИЛИН</u> ЯДОВИТО	<u>Хлоробензол</u> ЯДОВИТО	<u>Сероуглерод</u> Особо огнеопасно, ядовито
Aniline Poisonous	Chlorobenzene Poisonous	Carbon bisulfide Extremely flammable, poisonous

d. Except for the seal of the ministry and the road of registration, these cars carry much the same inscriptions as do cars of the Ministry of Railroads, USSR.
e. This type of car is shown in Figure 48, Appendix B, p. 89, below.

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Table 5
Selected Characteristics of Mainline Railroad Cars
in the USSR a/*

Type of Car	Capacity c/ (Metric Tons)	Feet b/			Meters			If for Special Purpose, Designed for Transport of	Producer d/	Figure No.
		Length	Width	Height	Length	Width	Height			
Flatcars -- general purpose										
Unified type with sides	60	46.57	10.33	5.66	14.19	3.15	1.73	Unit freight	U	13
Sideless	60	47.97	9.42	5.90	14.62	2.87	1.80		D	
With sides	50	46.65	10.17	4.26	14.22	3.10	1.30		G	
With handbrake	60	46.67	8.79	N.A.	14.22	2.68	N.A.		V	
Without handbrake	60	46.57	10.30	9.81	14.19	3.14	2.99			
With sides	60	47.97	10.81	5.74	14.62	3.29	1.75			
	60	46.57	10.30	5.66	14.19	3.14	1.72			
	62	47.97	9.09	N.A.	14.62	2.27	N.A.			
Flatcars -- special purpose										
Six-axle car	120	46.57	9.09	5.66	14.19	2.77	1.72	Heavy equipment	KB	
Plant type	70	39.40	10.66	4.27	12.01	3.25	1.30		V	
Short base	70	36.81	10.33	N.A.	11.22	3.15	N.A.	Hot cast pig iron	D	
Eight-axle car	120	47.97	N.A.	5.40	14.62	N.A.	1.64	Hot ingots	D	
Transporters										
Twelve-axle car	120	102.62	9.84	8.76	31.28	3.00	2.67		V	43
	150	99.85	11.29	12.75	30.44	3.44	3.88		B	43
	110	99.83	8.00	11.71	30.43	2.44	3.57		B	43
	220	86.48	9.51	N.A.	26.36	2.90	N.A.		L	
Sixteen-axle car	180-210	115.62	7.87	10.51	35.24	2.40	3.20		L	
Eighteen-axle car	168	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		V	44
Eight-axle car	70	74.22	9.84	12.35	22.62	3.00	3.76		MFS	
	120	80.45	8.20	10.43	24.52	2.50	3.18			
	70	65.91	5.43	10.17	20.09	1.66	3.10			
Six-axle car	50	58.04	9.51	N.A.	17.69	2.90	N.A.			
Four-axle car	38	54.10	6.76	N.A.	16.49	2.06	N.A.			
	29.5	42.16	4.46	4.04	12.85	2.58	1.23			
	26.5	42.03	9.84	N.A.	12.81	3.00	N.A.			
Twenty-axle car	230	135.07	7.87	3.79	41.17	2.40	1.15			

Footnotes for Table 5 follow on p. 37.

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Table 5

Selected Characteristics of Mainline Railroad Cars
in the USSR a/
(Continued)

Type of Car	Capacity b/ (Metric Tons)	Feet c/			Meters			If for Special Purpose, Designed for Transport of	Producer d/ Figure No.
		Length	Width	Height	Length	Width	Height		
ondolas									
Unified type	60	45.57	10.53	10.73	13.89	3.21	3.27	U	
	60	46.57	10.13	9.38	14.19	3.09	2.86	K	
					N.A.	N.A.	N.A.	KR	
Lightened type, low sided, low alloy steel	50	N.A.	N.A.	N.A.	14.41	2.93	3.27	KR	
With brake area	60	47.28	9.35	10.73	13.92	N.A.	N.A.	KR	
With brake cabin	60	47.28	9.61	10.73	13.92	2.85	3.27	KR	
	60	45.67	N.A.	N.A.	16.40	3.20	3.78	KR	41
	62	45.67	9.35	10.73					
Six-axle car	93	53.81	10.50	12.40					
oppers									
	50	32.91	10.48	12.40	10.03	3.19	3.78	V	
	60	40.68	10.43	10.30	12.40	3.18	3.14	D	
	70	23.95	10.22	11.48	7.30	3.11	3.50	V	
Self-propelled	30	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		
	60	50.59	14.76	14.14	15.42	4.50	4.31	D	
	63.5	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	KG	
	63.5	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	B	
Lightened (of aluminum)	60	40.09	9.94	11.66	12.22	3.03	3.55	KR	
	50	32.81	10.60	11.48	10.00	3.23	3.50		
	13	49.21	13.84	N.A.	15.00	4.22	N.A.		
	29.2	48.49	9.28	12.95	14.78	2.83	3.95		
	90	61.84	10.66	N.A.	18.85	3.25	N.A.		
Six-axle car	60	47.97	9.70	N.A.	14.62	2.96	N.A.	KG	
								KG	
	50	39.11	9.70	N.A.	11.92	2.96	N.A.	(Probably)	
	80-85	47.97	10.89	N.A.	14.62	3.32	N.A.	KG	
								(Probably)	
								D	

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Table 5

Selected Characteristics of Mainline Railroad Cars
in the USSR a/
(Continued)

Type of Car	Capacity b/ (Metric Tons)	Feet c/			Meters			If for Special Purpose, Designed for Transport of	Producer d/	Figure No. e/
		Length	Width	Height	Length	Width	Height			
Freight car dump trucks										
With dumping bodies	50	42.06	10.19	9.40	12.82	3.11	2.86		KG	
	60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		D	
	40	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		KS	
With dumping bunkers	40	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Bitumen	D	
With dumping below sides	50	42.06	10.20	8.42	12.82	3.11	2.56			
Semicars (gondolas and hoppers)										41
With handbrake	60	47.28	10.22	11.43	14.41	3.12	3.48			
	60	47.28	10.11	11.43	14.41	3.08	3.48			
Without handbrake	60	45.67	10.22	10.73	13.92	3.12	3.27			
	60	45.67	10.63	10.73	13.92	3.24	3.27			
	57	46.57	10.13	9.38	14.19	3.09	2.86			
Dumpcar	50	42.06	10.19	9.40	12.82	3.11	2.86			
Hopper	50	32.91	10.48	12.40	10.03	3.19	3.78			
Cement	60	40.09	9.98	13.18	12.22	3.04	4.02			46
	60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		D	
Four-bunker car	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Bitumen		
Tank cars										
	50	39.44	9.91	15.14	12.02	3.02	4.62		ZM	
	50 cu m f/	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Gasoline	B	
	50 cu m	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Alcohol	B	
	50 cu m	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		B	
	25	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.			
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Hydrochloric acid	V	
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Hydrochloric acid	G	
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Strong nitric acid	B	
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Weak nitric acid	B	
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Sulfuric acid	B	
	25 cu m	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Milk	B	
	50 cu m	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Highly viscous products	B	
	50 cu m	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Latex	Z	34

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Table 5

Selected Characteristics of Mainline Railroad Cars
in the USSR a/
(Continued)

Type of Car	Capacity b/ (Metric Tons)	Feet c/			Meters			If for Special Purpose, Designed for Transport of	Producer d/	Figure No. e/
		Length	Width	Height	Length	Width	Height			
Tank cars										
(Continued)										
With handbrake	40	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Chlorine	Z	
	45	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Liquefied gases	Z	21, 22, 24, 25
	50	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Liquefied propane	Z	
	70 cu m	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Liquefied gases		21, 22, 24, 25
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Condensed chlorine under pressure		
	50	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Ammonia		
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Bitumen	V	
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Oleum (a mixture of sulfuric and nitric acids)	G	
	50 cu m	39.44	9.91	15.21	12.02	3.02	4.64	Viscous oil products		34
	50 cu m	40.09	10.28	15.14	12.22	3.13	4.62	Benzine, oil, and kerosine		35
Without handbrake	50 cu m	39.44	9.91	15.14	12.02	3.02	4.62	Benzine, oil, and kerosine		
	50 cu m	39.44	9.91	15.12	12.02	3.02	4.61	Alcohol		
	25 cu m	40.09	10.22	13.60	12.22	3.12	4.14	Milk		
With handbrake	40 cu m	34.57	10.89	16.45	10.54	3.32	5.01			
	30 cu m	34.57	10.89	14.81	10.54	3.32	4.51			
	26 cu m	40.09	9.55	14.70	12.22	2.91	4.48	Sulfuric acid and melange		
Without handbrake	26 cu m	39.44	9.55	14.70	12.02	2.91	4.48	Sulfuric acid and melange		
	50 cu m	39.44	9.84	15.49	12.02	3.00	4.72	Bitumen		
	50 cu m	40.09	10.30	16.51	12.22	3.14	5.03	Ammonia		
	26 cu m	39.44	9.35	14.70	12.02	2.85	4.48	Oleum		
	26 cu m	40.75	9.61	14.70	12.42	2.93	4.48	Oleum		
Boxcars										
Unified type	50	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		U	
	60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		A	
	50	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		B	
Lightweight	45	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		U	
Lightened type OPK-3	60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Cattle		
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Live fish	K	
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Ethyl liquids	K	

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Table 5
Selected Characteristics of Mainline Railroad Cars
in the USSR a/
(Continued)

Type of Car	Capacity b/ (Metric Tons)	Feet c/			Meters			If for Special Purpose, Designed for Transport of	Producer d/	Figure No.
		Length	Width	Height	Length	Width	Height			
Boxcars (Continued)										
With handbrake	50	50.36	10.37	12.59	15.35	3.16	3.84			
	50	49.40	9.93	12.98	15.06	3.03	3.96			
Without handbrake	50	48.33	10.37	12.59	14.73	3.16	3.84			
	50	46.94	9.93	12.98	14.31	3.03	3.96			
Without handbrake, welded design	50	48.33	10.37	12.59	14.73	3.16	3.84			
	40	46.95	9.08	12.42	14.31	2.77	3.78			
	40	45.76	9.19	12.42	13.95	2.80	3.78			
	30	47.15	9.37	12.75	14.37	2.86	3.88			
"Assembly-distribution" car	16	50.36	9.36	12.59	15.35	2.85	3.84		A	
	62	47.15	9.02	12.59	14.37	2.75	3.84		A	
	60	47.15	9.35	N.A.	14.37	2.85	N.A.			
	60	47.15	9.02	N.A.	14.37	2.75	N.A.			
Refrigerator cars										
With handbrake	30	48.33	9.61	14.83	14.73	2.93	4.52		B	
	30	50.36	9.51	13.44	15.35	2.90	4.10		B	
Without handbrake	28.5	45.70	10.83	14.24	13.93	3.30	4.34			
	30	48.33	9.51	13.44	14.73	2.90	4.10			
	32	48.33	9.97	14.01	14.73	3.04	4.27	Live fish	B	
	30	48.33	9.61	14.83	14.73	2.93	4.52	Dry ice	B	
	32	48.33	9.97	14.01	14.73	3.04	4.27			
	30	48.33	9.61	14.83	14.73	2.93	4.52			
With handbrake	63 cu m	53.31	9.84	14.06	16.25	3.00	4.28			6
Without handbrake	65 cu m	53.31	9.84	14.06	16.25	3.00	4.28			12
Service-personnel car g/	N.A.	53.31	9.84	14.06	16.25	3.00	4.26			9
Machine car g/	N.A.	53.31	9.84	13.91	16.25	3.00	4.24			11
Diesel-electric power car g/	N.A.	53.31	9.84	13.96	16.25	3.00	4.26			42
With screened chambers for ice	28.5	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		B	
With solid chambers for ice	28.5	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.		B	

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Table 5

Selected Characteristics of Mainline Railroad Cars
in the USSR a/
(Continued)

Type of Car	Capacity c/ (Metric Tons)	Feet b/			Meters			If for Special Purpose, Designed for Transport of	Producer d/	Figure No. e/
		Length	Width	Height	Length	Width	Height			
Passenger cars	N.A.	77.43	10.19	13.66	23.60	3.11	4.16		K	33
	N.A.	77.43	10.19	13.66	23.60	3.11	4.16	Baggage	Ye	32
	N.A.	77.43	10.19	13.66	23.60	3.11	4.16	Mail	Ye	
	N.A.	77.43	10.03	13.66	23.60	3.06	4.16		Ye	
	N.A.	80.51	10.03	14.29	24.54	3.06	4.36	Dining car		

a. 14/. Railroad cars listed in this table are four-axle types unless otherwise indicated, and the dimensions are exterior maximums except in a small number of cases when the dimension represents a maximum interior dimension. The maximum interior dimension, however, generally varies only slightly from the maximum exterior dimension.

b. Dimensions in feet have been derived from unrounded data in meters.

c. Metric tons unless otherwise indicated.

d. In most cases these data are based on information that drawings of various cars were produced by certain plants. It has been assumed that production of a car took place at the same plant producing the drawings for the car. Letters used represent the following:

- A Altay Railroad Car Building Plant
- B Bryansk Machine Building Plant imeni Krasnyy Profintern
- D Dneprodzerzhinsk Railroad Car Building Plant imeni Gazety Pravda
- G Central Design Bureau of the former Main Administration of Transport Machine Building
- K Kalinin Railroad Car Building Plant
- KB Design Bureau of the Main Administration of the Railroad Car Industry of the former Peoples Commissariat of Railroads
- KG Kaliningrad Railroad Car Building Plant
- KR Kryukov Railroad Car Building Plant
- L Lugansk Diesel Locomotive Building Plant imeni October Revolution
- MPS Central Railroad Car Design Bureau of the Ministry of Railroads
- U Urals Railroad Car Building Plant
- V Central Railroad Car Design Bureau of the former Peoples Commissariat of Heavy Machine Building
- Ye Leningrad Railroad Car Building Plant imeni Yegorov
- Z Zhdanov Heavy Machine Building Plant imeni Il'ich
- ZM Zhdanov Metallurgical Plant

e. Numbers refer to illustrations shown in Appendix B.

f. Cubic meters.

g. Part of a refrigerator train.

S-E-C-R-E-T